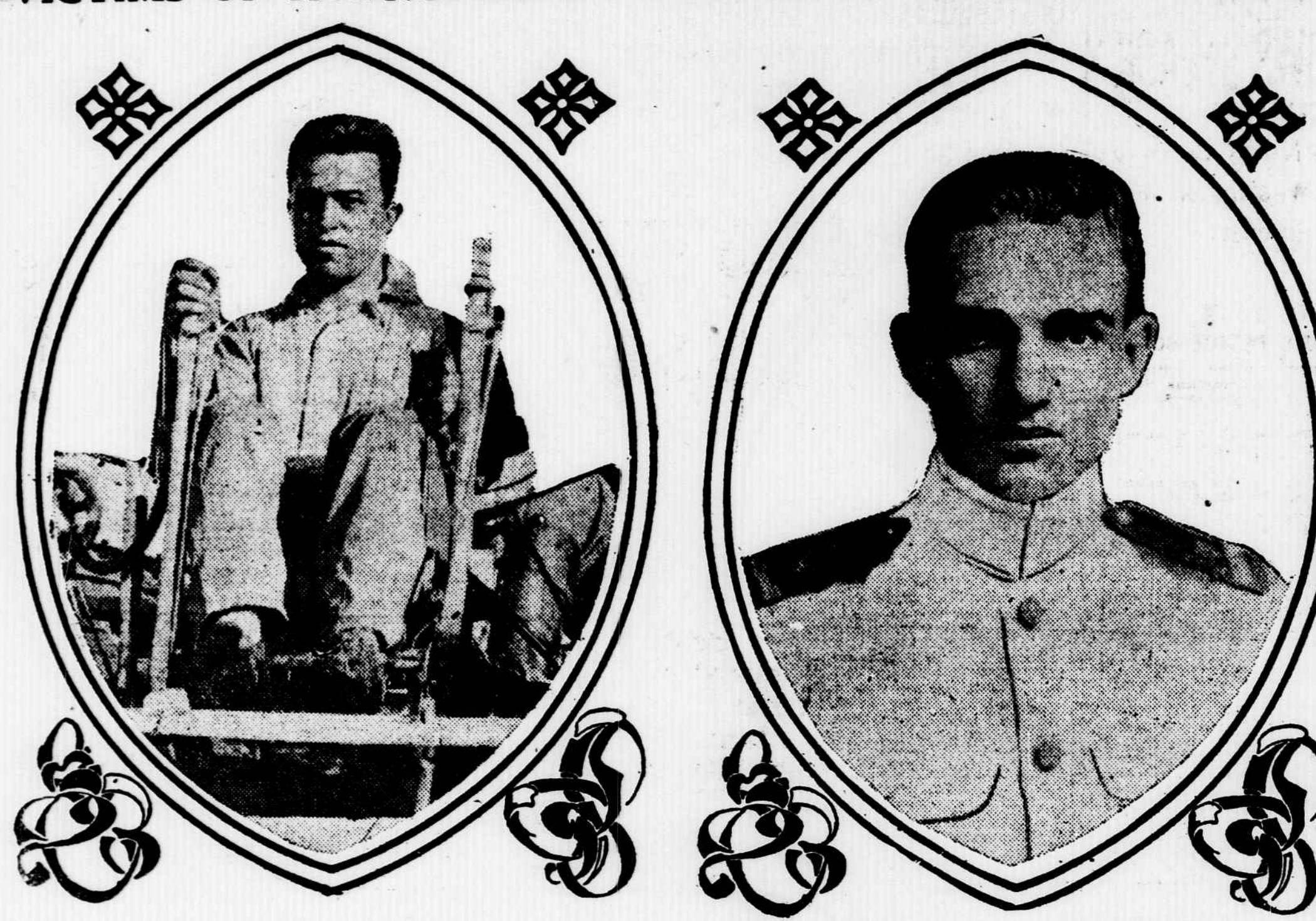


VICTIMS OF HYDROPLANE'S PLUNGE INTO CHESAPEAKE BAY.



ENSIGN WILLIAM D. BILLINGSLEY
of Mississippi, who was killed.

LIEUT. JOHN H. TOWERS,
Head of Navy Aviation School, who was badly injured.

TREMBLING FLIER TELLS
OF HIS FALL FROM SKY

Lieut. Towers Describes Plunge
and Billingsley's
Death.

ANNAPOLIS, Md., June 21.—Search for the body of Ensign William D. Billingsley, the naval aviator who lost his life in a hydro-aeroplane accident off Kent Island yesterday, is being vigorously prosecuted today.

A fleet of boats from the Naval Academy took up the search before daylight. Since then the boats have been moving slowly across the surface of the bay near the spot in the sixty-foot channel where the body of the unfortunate young aviator plunged beneath the water.

Lieut. John H. Towers, who was Billingsley's companion in the air craft at the time of the accident, and whose life was saved in a manner almost miraculous, was reported to be in much improved condition at the Naval Academy hospital this morning. He had some sleep last night, and today had recovered to some extent from the shock to his nerves and was in a calmer frame of mind. Every indication, the doctors said, pointed to his recovery. He is very sore and terribly bruised, particularly about the back and around the kidneys.

Lieut. Towers' Story.
At the Naval Academy Hospital yesterday afternoon, Lieut. Towers, almost in a state of nervous collapse, his entire body trembling and his head wagging pitifully, told the tragic story of his fall from the sky.

"Just before the accident," he said, "I looked at the altitude dial and it showed that we were running at a height of about 1,625 feet. Just then a gust of wind seemed to come up from below. It struck the aeroplane underneath the rear planes and the machine lurched violently and took an uncertain dive forward. This threw Billingsley across the steering gear and the lateral planes went out of business. With another forward plunge the bi-plane dropped down at express train speed. It all happened in a minute. Billingsley went out of his seat and clear of the plane.

"When the ship started to fall I had one hand around the upright between the planes and I looked it there. I knew that was my only hope. I was torn loose from the seat, but held on to the upright. I swung clear of the planes and the gearing. The strain on my arms and fingers was awful, but I clung my teeth and held on.

Saw Companion Falling.
"I tried to kick the steering gear back into working order, but I couldn't. I looked down and saw Billingsley turning over and over in the air."

The trembling officer halted his story to wipe the sweat from his ashy face, but went on immediately.
"When the aeroplane had dropped about 300 feet the front planes went down and under the ship. The machine turned a complete somersault. When it was half way over it steadied for a minute, and the force of the fall was broken a little, but it gathered momentum again, and when it hit the water there was a terrific crash. But I kept clear of the engine and the planes and managed to come to the surface safely."

Boat Some Distance Away.
The motor boat which picked up Lieut. Towers was some distance from the scene of the wreck when it occurred, watching the evolution of a new flying boat which Ensign Godfrey Chevalier and Lieut. Isaac Dorth were trying out. The launch was around behind Kent Island on the eastern shore, and the aeroplane with Lieut. Towers fell about four miles out in the bay.

Towers Seriously Hurt.
An examination of Lieut. Towers last night developed the fact that he probably was more seriously injured than had been believed. It was discovered that in addition to internal injuries he had a rib broken and that his body from head to foot was a mass of bruises from his terrific impact with the water.

Naval officers expressed the opinion that Ensign Billingsley's body probably had gone to the bottom of the bay and might not rise to the surface for four or five days. It was estimated that the unfortunate aviator was going at the rate of 240 miles an hour when he struck the water.

Capt. John H. Gibbons, in charge at the Naval Academy, appointed a naval board of inquiry to investigate the accident. Commander W. W. Phelps, Lieut. E. J. King and Ensign Victor L. Herbert make up the board. The tug Standish was sent down the bay to bring in the wreck of the aeroplane, and the torpedo boat Stringham, with all the other available craft, were sent out to search for the body of Ensign Billingsley.

No Trace of Billingsley's Body.
Up to noon no trace of Billingsley's body had been discovered. Supt. Gibbons of the Naval Academy of

ferred a reward of \$100 for its recovery. Messages of sympathy were received by the Naval Academy authorities today from the Secretary of the Navy, Josephus Daniels, and Dr. Lauro Muller, Brazilian minister of foreign affairs, who is now in this country. Mr. Daniels expressed his "deep and sincere sorrow at the untimely death of brave young Billingsley."

Dr. Muller, who recently visited the Naval Academy, wired the sincere sorrow of himself and staff at the death of Ensign Billingsley and their hopes for the speedy recovery of Lieut. Towers.

Tributes to Billingsley.

Remarkable tributes to the merit and character and ability of Ensign W. D. Billingsley, U. S. N., who died yesterday in the navy's first aeroplane accident, were heard today from Mississippians who knew the young officer from boyhood, and most remarkable in the strength of its praise was the tribute paid the young man by Representative Sisson of Mississippi. Ensign Billingsley had been known to Mr. Sisson all of the young man's life, and had been appointed to the Naval Academy by his predecessor.

"The finest specimen of a man ever on earth; the keenest mind, the most nearly perfect morals, the strongest physique, the gentlest manner and the noblest blood in the nation in which Mr. Sisson summed the ensign's worth."

"He entered Annapolis without a demerit. He graduated at the head of his class, and was not only the strongest mentally and intellectually, but was the strongest physically. He seemed to me to be the highest type of man I have ever known, and would have been a worldwide credit to the navy. Not only that, but his attractive personality was such that none ever saw him without wanting to know who he was."

Praised by Daniels.
"He was the young man who took Secretary of the Navy Daniels for a sail in an aeroplane at Annapolis not long ago, and when the Secretary alighted he said Ensign Billingsley was the most intellectual man he had ever met. In fact, this youth was of such high character and of so great worth that I wrote to his father, the sheriff of Montgomery, the younger brother. However, the mother of the boy clung to him, and she said she had given one boy to the navy and wanted to keep the other near her."

DIPLOMAS AND AWARDS
PRESENTED TO PUPILS

Mgr. James F. Mackin Delivers
Address at St. Mary's School
Exercises.

Mgr. James F. Mackin delivered the principal address at the closing exercises of St. Mary's School last night, and also presented the diplomas and awards.

Diplomas for completing the approved course of the school were awarded to Raymond Czarna, Henry Ostmann and Misses Margaret Hartmann, Marie Pieper and Loretta Sullivan.

Gold medals for the highest class averages were awarded to Miss Loretta Sullivan, George Frank and Miss Mary L. Stoll; for proficiency in German to Miss Marie Pieper, and in Christian doctrine to Miss Margaret Hartmann; for faithful service as altar boys to Joseph Schlegel, Frederick Diegmann, George Frank and Joseph Kullio.

Prizes for excellence in studies were given to Gregory Bussink, Alphonse Berberich, Lawrence Diegmann, Joseph Berberich, Joseph Achtmann, Gregory Diegmann, Misses Pauline Anchenbach, Urbana Holliday, Diegmann, Mary Frank, Bernadette Bussink, Barbara Stumph, Gertrude Kramm, Honoretta Kolipinski, Mary Achtmann, Catherine Zegowitz, Cecilia Buehne, Mary McHugh, Evelyn Mahor, Pauline Aschenbach, Margaret Stumph and Lillian Spaulding.

Premiums for regular attendance were awarded to George Frank, Robert Rupprecht, Thomas Wagner, Louis Kast, Arthur Rupprecht, Charles McCullough, Louis Nix, Joseph Diegmann, Misses Pauline Anchenbach, Urbana Holliday, Loretta Sullivan, Mildred Jordan, Anne Pieper, Loretta Sullivan, Mary Frank, Gertrude Kramm, Honoretta Kolipinski, Dorothy Jordan, Emily Nix, Elizabeth Strommann, Emma Konitz, Caroline Schlegel, Catherine Kuehl, Anne Kast, Gertrude Schlegel, Elizabeth Mills and Mary Schlegel.

ACCUSED OF NON-SUPPORT.
The warrant was sworn out by Alfred D. Hennis, O'Connor's father-in-law, who resides at 940 E street northwest. O'Connor's troubles would have been ended when he reached Juvenile Court, but on a charge of carrying concealed weapons, he was required to deposit \$50 collateral for his appearance in Police Court Monday.

Andrew P. O'Connor Absolved, But Held for Carrying Revolver.
Andrew P. O'Connor, forty-three years old, a traveling salesman, who recently returned from a trip to Norfolk, Va., and was arrested this morning by Precinct Detective Howes on a warrant which, to his surprise, he said, charged him with having failed to support his wife and child. His wife, Mrs. Gertrude O'Connor, was equally surprised, the police said, declaring she had no such complaint to make against her husband.

The warrant was sworn out by Alfred D. Hennis, O'Connor's father-in-law, who resides at 940 E street northwest. O'Connor's troubles would have been ended when he reached Juvenile Court, but on a charge of carrying concealed weapons, he was required to deposit \$50 collateral for his appearance in Police Court Monday.

MAIL TRAILER TO CARS
SOON WILL DISAPPEAR

Postmaster Merritt Makes
Suggestions to Improve
Service in Capital.

The mail car trailer on the Capital Traction Company lines will disappear from the streets, possibly forever, July 1, the company having notified the Post Office Department that it does not care to continue it on and after that date.

In anticipation of the change the department already has awarded the contract for carrying the mail heretofore carried in the trailer car to Charles J. Hooker, who will use a screened wagon. Postmaster Merritt stated today that the change of transportation will not affect the service, but rather improve it if certain recommendations he has made can be put into effect. They contemplate the making of direct pouches on the incoming mail trains labeled to stations B, at 4th and East Capitol streets; F, at 14th and U streets northwest, and G, on G street near 7th street northwest.

These pouches will be sent direct to the stations instead of through the main post office as now, with considerable saving of time.

Collected by Autos.

Already the mail in the northeast and southeast sections of the city is collected by automobiles, Mr. Merritt said, and carried direct to the terminal station at Union station for preparation for dispatch on the outgoing trains. Station F also has direct incoming and outgoing pouches. The mail for Station A, Georgetown, will be handled by screen wagon service. Mail for the Chevy Chase branch of the Washington post office will be exchanged by cars of the Capital Traction Company, as now, and the car service by the Washington Railway and Electric Line, which Station H, Anacostia, said to Brookland, will be continued as at present.

ALONG THE RIVER FRONT.

Arrivals.

Schooner Charles L. Rohde, lumber from Norfolk, at 12th street wharf for Johnston & Wimsatt; schooner Daniel, at 12th street wharf with cord wood from a Potomac point; schooner Bessie Ford, lumber from Norfolk; schooner Gracie, from E. Madison Hall; schooner Gracie, from Alexandria with cedar posts for H. K. Field & Co.; schooner Margaret and F. Moore, cord wood from a Potomac point at 10th street wharf for L. A. Clarke & Son; puny A. Y. Daniels, at Alexandria with salt fish; canal boat L. A. Clarke, at Alexandria with railroad ties from Seneca, Md.

Departures.

Schooner Oakland, light, for a Maryland point to load cord wood back to this city; schooner S. T. White, light, for Nanjemoy creek to load back to this port; schooner Two Sisters, light, for a river point to load cord wood for the Washington market; schooner Elizabeth Carter, terra cotta pipe from this city and Alexandria; schooner Bessie Ford, light, for a river point to load back to this city; tug Adira, light, for a Virginia landing after cord wood for dealers here; United States navigation inspection launch Tarragon, on a cruise on Chesapeake bay.

Tugs and Tows.

Tug Captain Toby arrived at Georgetown towing two light coal-carrying boats from Indian Head; tug D. M. Key arrived light after delivering tie-laden boat at Alexandria from Georgetown; tug Charles F. Mayer is on her way up the coast towing barges No. 10 and No. 17 with coal from this city; tug Piedmont is due at Point Lookout towing barge No. 14, light, from Boston for this city; tug Adira, light, for a Virginia landing after cord wood for dealers here; tug Adira, light, for a Virginia landing after cord wood for dealers here; tug Adira, light, for a Virginia landing after cord wood for dealers here.

Memoranda.

Barge A. W. McLean is in Upper Machodoc creek loading railroad ties for Philadelphia; schooner Mahab and Ruth Newbern, N. C.; schooner C. L. Roehle is at Baltimore with lumber from Coan river, Va.; schooner Mary Francis is on her way to this city from a Potomac point with lumber for the dealers; barge Tuskey, in Nanjemoy creek, are loading ties for a northern port; schooner M. A. Roberts is at a Potomac point to load back to this city; power sloop Emmett C. Blair, in Aquia creek, and barge Tuskey, in Nanjemoy creek, are loading ties for a northern port; schooner M. A. Roberts is at a Potomac point to load back to this city; power sloop Emmett C. Blair, in Aquia creek, and barge Tuskey, in Nanjemoy creek, are loading ties for a northern port.

Half Holiday Is Granted.

Employees of the public school system were given a half holiday today through orders issued by Henry P. Blair, president of the board of education. Half holiday on Saturday is customary in the school system during July and August, but this was unusually early for the rule to be put in effect.

SUFFRAGISTS TO 'MARCH'
IN ROLLER CHAIR PARADE

Demonstration at Atlantic City
Planned for Next
Saturday.

A roller chair suffragist parade! This is the latest idea of the suffragists, who announced here today that such an affair will be held in Atlantic City next Saturday as a beginning of the tour of the groups of women who are planning to come to Washington to take part in the demonstration to be held here July 30.

Miss Mabel Vernon of Washington and several women of Philadelphia and other places will have charge of the unique demonstration to be held in Atlantic City, according to the announcement here. Suffragists from all parts of the country who are spending vacations at the popular resort are to be asked to take part.

A number of banners and other suffragist regalia were sent to Atlantic City today from the headquarters here, and more will be sent next week.

A number of Washington women have promised to make the trip, according to the suffragist leaders. The parade will be similar to others, except that all of the "marchers" will be in roller chairs, and the "march" will take place on the Boardwalk.

Following the parade Miss Vernon and others of the suffragist campaigners will start out on a number of sea-coast resorts, seeking to win converts to their cause. They will hold meetings and distribute literature whenever it is possible by screen wagon service. The plan is to work gradually toward Washington, and arrive here July 30, for the march on the Capital. The suffragist shop is also planned for Atlantic City, at which literature is to be distributed and money made for the work for women's rights. The march is to be opened next week, according to the word given out today.

PUTS BACK INTO PORT.

Inspection Launch Tarragon Unable
to Resume Its Work.

After spending five days in port, the United States navigation inspection launch Tarragon, left here yesterday for a trip to the tributaries of the Chesapeake. But the boat put back into port today because of engine troubles. The first launch arrived here last Monday with Secretary Redfield of the Department of Commerce aboard and remained here to have some work done on her engine. This work was completed early in the week and each evening she has been making trips down the river with department officials aboard. It is stated that while the launch was on her trips on the river several launches were found where owners were not complying with the navigation laws. The offenses were all minor ones, and were reported to the collector of customs at Georgetown. The launch was placed for a new engine for the Tarragon, to be delivered to her at Baltimore and to be installed there some time during the summer.

PAINTERS GIVE TO HOSPITAL.

Union Donates \$50 Toward New
Ensigns' Building.

Local Union, No. 308, of the Brotherhood of Painters and Decorators of America, through its treasurer, James H. Whitmore, donated today \$50 to the fund for the proposed new Emergency Hospital. The money was sent through The Star.

Notwithstanding the fact that the union has been under large expense recently in furnishing its quarters, the members deemed the hospital plea had a strong call on their finances because on several occasions painters have met with accidents while working and have been cared for at the hospital.

PLANS A HOME HERE.

Legion of Loyal Women Would
Care for Soldiers' Widows.

A home in Washington for soldiers' widows was advocated last night at an entertainment given by the Legion of Loyal Women in Stanley Hall, Soldiers' Home. It is planned through the home to give needy widows of soldiers comfortable quarters at reasonable rentals. Representative Frank B. Willis of Ohio made the principal address, and commended the plans of the legion. He spoke of the important work done by women during the civil war.

Mrs. Ada H. Weiss presided at the meeting, and Mrs. Lizzie W. Calver, president of the legion, made the opening address. Mrs. Bertha Lincoln Hobbes sang several songs, accompanied by Mrs. Sue Burrows Jenkins; vocal solos by Mrs. Stuart Johnson, a violin solo by Claude Barrows and several selections by the Soldiers' Home Band completed the program.

There is Not a More Impressive Front on Any Home in Washington
Selling Up to \$8,000.

Price, \$3,975 Terms: \$32.50 Per Month

These homes are located in North Columbia Heights, one of Washington's most delightful residential sections, convenient to public school, stores and three churches.

Hardwood trim and doors throughout, hardwood floors, solid oak stairway and quartered oak parlor mantel. Dining room has built-in china closet—three large bedrooms with spacious closets in each—tiled bath—attic over entire house—large, full-sized cellar with complete laundry, servants' toilet, built-in coal bin, front and rear tradesmen's entrance, modern heating plant (hot-water), with instantaneous water-heating attachment.

To Inspect.
Take 14th St. car to Shepherd Street, walk two squares east; or take 9th Street car to Shepherd Street, walk 1/2 square west; or our auto service is at your disposal. Phone Main 2345.

BUILDING UP THE FLEET.

Pleasure Craft List Augmented and
Boats Undergoing Repairs.

Among the late additions to the fleet of pleasure craft owned here is the speed boat Glimpse II, which was recently purchased at Oxford, Md., by Frederick Meriona, jr., passenger agent of the Mount Vernon and Marshall Hall Steamboat Company. The new boat is lying in the dock adjoining the Mount Vernon line pier. The Glimpse II is a handsome little craft, and is equipped with a 100-horsepower motor, that it is said, will drive her through the water at a speed of about twenty-eight miles an hour. Mr. Meriona will use his new craft for quick trips between this city and Marshall Hall and for pleasure cruising on the river.

The launch Mara Avis, one of the local fleet of pleasure craft, is out on the main railway at the foot of 8th street southwest for repair work, and to be cleaned and painted in preparation for summer trips down river. She will be ready for service within the next day or two.

Work on the launch Bixler has been completed at the yard and the launch has been put overboard. The auxiliary schooner Stranger has taken her place in the fleet for minor repairs preparatory to leaving for a cruise on the river and bay.

ALLAN W. BOWIE BURIED.

Funeral Today From His Late Residence in Loudoun County, Va.

LEESBURG, Va., June 21. Va. Funeral services for Allan W. Bowie, who died at his home at Clarke Gap, this county, Thursday evening, as a result of a kick from a colt, were held at his late residence today. Rev. Roberts coles of Hamilton officiating. Mr. Bowie was fifty-eight years old, and is survived by one brother, William Bowie of Maryland.

Rev. Roberts also celebrated the twenty-fifth anniversary of his ordination in the ministry of the Protestant Episcopal Church by union services of the congregations of Round Hill, Purcellville and Hamilton, at St. Peter's Church, Tuesday last. Mr. Coles preached and administered the sacrament. The service was held at the home of Rev. W. H. Burkhardt of Leesburg, where the service was held. The application for a new road by W. L. Fotts through the farm of J. C. Turner, near Hillsboro, before Judge Turner, in the circuit court, was refused.

NAMES OF BUYERS NOT KNOWN.

Attorney General Sends to Senate
Statement on Coffee Valorization.

Attorney General McReynolds today sent to the Senate a further statement on the Brazilian coffee valorization question, and he stated no information was in the department showing the names of the purchasers of the stored coffee which the government ordered sold in New York. He added that the State Department had the assurance of the Brazilian government that the coffee had been sold to bona fide purchasers in accordance with the agreement by which former Attorney General Wickersham agreed to dismiss the proceedings against the coffee owners on condition it be sold to bona fide purchasers.

A highwayman attempted to hold up Mr. and Mrs. George White, who were returning home from Federalburg, Md. Several other persons have been accosted in the past week.

JUSTICE GOULD'S FATHER ILL.

Justice Ashley M. Gould has been summoned to the bedside of his father near Boston, Mass. His father is said to be seriously ill.

S & L

\$5,000 Home Ideas

at a Price of \$3,975

Sounds Unusual—Is a Most Unusual Opportunity

These are the greatest home values ever offered at anywhere near the price.

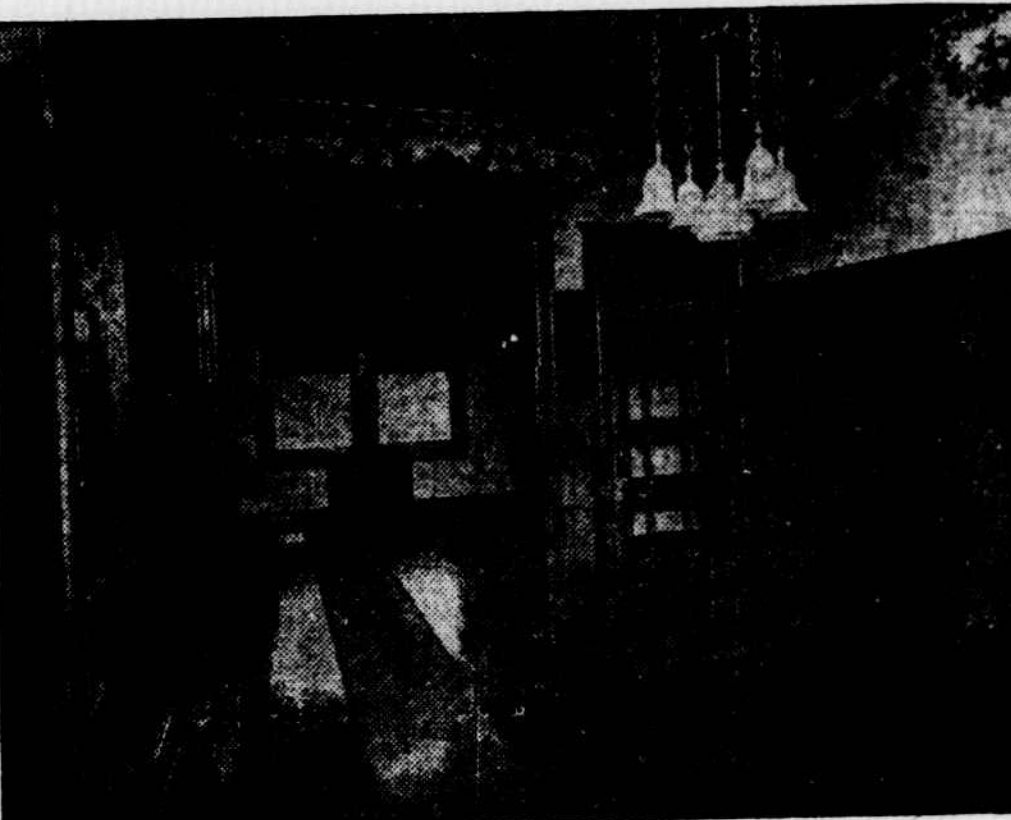
Assertions of this kind are sometimes hard to believe, and for this reason we ask you to bank on your own judgment. To do this you must inspect these homes and let them convince you of their merit as they have convinced others.

Do not postpone your visit, as opportunities to realize \$5,000 home ideals at \$3,975 do not remain long unseized.

ONLY 2 LEFT

Of These
North Columbia Heights Homes

922 and 928 Shepherd St. N.W.
(Between 14th and 9th Street Car Lines)



This View of the Dining Room and the Parlor Beyond Gives Some Idea as to the Truly Beautiful Interior.

Price, \$3,975 Terms: \$32.50 Per Month

These homes are located in North Columbia Heights, one of Washington's most delightful residential sections, convenient to public school, stores and three churches.

Hardwood trim and doors throughout, hardwood floors, solid oak stairway and quartered oak parlor mantel. Dining room has built-in china closet—three large bedrooms with spacious closets in each—tiled bath—attic over entire house—large, full-sized cellar with complete laundry, servants' toilet, built-in coal bin, front and rear tradesmen's entrance, modern heating plant (hot-water), with instantaneous water-heating attachment.

To Inspect.
Take 14th St. car to Shepherd Street, walk two squares east; or take 9th Street car to Shepherd Street, walk 1/2 square west; or our auto service is at your disposal. Phone Main 2345.

Shannon & Luchs

713 14th Street N.W.

S & L

Look for Our Green and White Sign.

No place like home. No home like ours.

YOUR LAST CHANCE.

Only Two Left.

One a semi-detached corner house with a side lawn. These homes are quite out of the ordinary, as you will quickly realize when you see them. Much better built, more carefully planned and better finished than anything you have ever seen before at anywhere near the price.

Values are enhancing fast in this neighborhood, and you will find one of these homes a remarkably good investment.

\$3,375 and \$3,550.

Wonderfully easy terms. Don't go on paying rent when you can buy a fine home with that same money.

MIDDAUGH & SHANNON, Inc.,
Builder and Owner.

SHANNON & LUCHS, 713 14th St. N.W.
Selling Agents.

AMERICAN MACHINERY
GAINS IN POPULARITY

Increase of Approximately 173 Per Cent in Exports from 1902 to 1912.

American-manufactured machinery has gained great popularity abroad during the decade from 1902 to 1912, according to a report just issued by the Department of Commerce. During 1912 machinery to the value of \$176,708,431 was exported from the United States, as compared with \$84,826,902 in 1902, an increase of approximately 112 percent.

Under this head are included automobiles, sewing machines, metal-working machinery, typewriters, engines of all descriptions, electrical machinery, cash registers and agricultural implements.

Apparent in Every Country.
In all parts of the world this large increase of the exportation of American machinery is apparent. Taking the figures for the full fiscal year 1912, for which details of articles by grand divisions and countries are available, exports of machinery from the United States to Europe show a gain from \$30,000,000 in 1902 to \$121,000,000 in 1912, an increase of 303 percent.

Exports to South America, from \$5,000,000 to \$27,000,000, an increase of 440 percent; to Oceania, from \$5,000,000 to \$12,850,000, an increase of 157 percent; and to Africa from \$1,875,000 to \$1,523,000.

Shipments to Europe.
Two striking features of the figures of the department are the large gains made in exports of machinery to Europe, the other great manufacturing section of the world, and the fact that the largest percentage of gain in exports of machinery has been in the movement to South America.

Justice Gould's Father Ill.
Justice Ashley M. Gould has been summoned to the bedside of his father near Boston, Mass. His father is said to be seriously ill.

Will of Mrs. E. C. Willett.
The will of Mrs. Edwina C. Willett, dated June 7, 1912, provides that her sister, Mrs. Cassie Burrows, shall have \$50 in cash and her family tree. The proceeds of her real estate in Tenleytown are to be distributed one-third to each of her sons, William E. Willett and Julius E. Willett, and the remaining third to her grandsons, Albin and Arthur Duke. Property at Brentwood, Md., is left to two sons, who are also to divide the residue of the estate. Preston B. Ray is named as executor.

SELF-DEFENSE PLEA WINS.
John Coughlin, colored, acquitted on manslaughter charge.

John Coughlin, formerly employed in the stable of Mrs. Clarence Moore, was acquitted yesterday before Justice Stafford and a jury in Criminal Court No. 1 of a charge of manslaughter. Coughlin pleaded self-defense.

The indictment charged that Coughlin got into an altercation with a colored man named Charles Young April 13 last in a Georgetown restaurant and shot and killed Young.

Attorney W. E. Ambrose represented the prisoner. Assistant United States Attorney Proctor conducted the prosecution.